

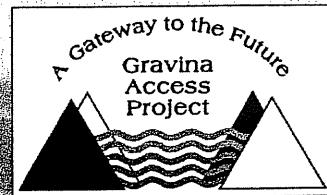
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**Gravina Access Project Scoping Summary Report Supplement,
October 2000**

*Public and agency issues summary, and selected agency correspondence.
The full report is on file with ADOT&PF.*

Gravina Access Project

Scoping Summary Report - June 2000 Supplement



Agreement No: 36893013

DOT&PT Project No: 67698

Federal Project No: ACHP-0922(5)

Prepared for:



State of Alaska
Department of Transportation and
Public Facilities

6860 Glacier Highway

Juneau, Alaska 99801

Prepared by:



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October 2000

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1.0 Introduction

This document supplements the "Gravina Access Project Scoping Summary Report" prepared by HDR Alaska, Inc., in December 1999.

The Gravina Access Project scoping activities continued beyond the December 1999 issue of the scoping summary report. Since December 1999, the project team has developed crossing alternatives to include bridges, tunnels/tubes, and enhanced ferry service to meet the project purpose and need. The alternative locations have varied from Ward Cove on the north to Pennock Island on the south. The public provided input at two (January and April 2000) public meetings where the various alternatives were described in some detail. Public input shaped many of the alternatives. This "Gravina Access Project Scoping Summary Report, June 2000 Supplement," provides a record of the continued scoping activities to obtain agency and public involvement in the project. Featured components of this report are its appendices: Appendix A contains correspondence regarding the project's purpose and need statement; Appendix B contains copies of project newsletters; Appendix C contains copies of pages from the project website; Appendix D contains a compilation of frequently asked questions and responses; and Appendix E contains all pertinent correspondence, both incoming and outgoing, public and project team meeting summaries, and materials distributed to the public at meetings

In addition to copies of project correspondence, this report includes two tables. The first presents a chronology of scoping activities, which includes all activities undertaken since the December 1999 issue of the scoping summary report through the end of June 2000. The second table is an update of "Table 4-1: Issues Submitted" that appeared in the December 1999 scoping summary report.

2.0 Summary of Scoping Activities

Table 1 documents all the activities undertaken by the project team since publication of the December 1999 version of the scoping summary report. The intent of these activities was as follows: to solicit public input; to obtain agency concurrence on the project purpose and need; to develop and refine the project alternatives; and to scope and begin environmental fieldwork. Table 1 lists these activities in chronological order.

Scoping activities since December 1999 have included numerous meetings with federal, state, and local agencies, elected officials, and private organizations, as well as two public meetings (i.e., January 27 and April 12) and four Project Development Team meetings (i.e., January 11 and 26, April 11, and May 16). During many of these meetings, the Project Team would provide a presentation of the alternatives (which in some cases included a three dimensional computer simulation depicting the alternatives) and then request information and input pertaining to the existing resources that could be affected by the alternatives. The Project Team also consulted with resource agencies during these meetings to review the methodology of the impact analysis and identify previous studies of the area or specific resources. In some cases, comments provided by agencies and individuals would help identify environmental and land use constraints that could affect the development of an alternative.

At a recent Project Development Team meeting (May 16), 18 alternatives were under consideration in addition to the No Action alternative. These "build" alternatives include two high level bridge options in the Ward Cove area, four high level bridge options and two tunnels/tube options in the vicinity of the airport terminal, a low level bridge option and a moveable bridge option near the airport, four alternatives combining high and low-level bridges or bridge/tunnel combinations at Pennock Island, and four options for increased ferry service.

Table 1. Chronology of Recent Scoping Activities (January 1 through June 30, 2000)

Date	Activity	Location	Project Team Member(s)
1/04/00	Meeting regarding crossing alignment and fish and wildlife issues	Ketchikan	Klugherz
1/10/00	Discussion with Alaska Department of Fish and Game (ADF&G) regarding wetlands, Lewis Creek drainage, estuaries, shorebirds	Gravina	Boggs, Leggett
1/11/00	Project Development Team meeting	Ketchikan, Anchorage, Juneau	PDT members, Project Team
1/12/00	Discussion with U.S. Fish and Wildlife Service (USFWS) regarding wetland types in the project area	Ketchikan	Boggs, Leggett
1/13/00	Discussion with ADF&G regarding background information on seabird populations in Tongass Narrows	Ketchikan	Reich
1/13/00	Discussion with USFWS regarding background information on seabird populations in Tongass Narrows	Ketchikan	Reich
1/13/00	Discussion with U.S. Forest Service (USFS) soil scientist regarding wetland functions	Ketchikan	Leggett
1/13/00	Discussion with USFS Ecologist regarding wetland functions/assessment methods	Ketchikan	Leggett
1/17/00	Meeting with Ketchikan International Airport Manager, Tim Garton	Ketchikan	Springer
1/19/00	Preliminary alternatives discussion with Federal Aviation Administration (FAA)	Anchorage	Kyle, Hippe, SlatonBarker
1/20/00	Presentation to Senator Murkowski	Ketchikan	Klugherz
1/##/00	Public service announcement for 1/27/00 Public Meeting	Ketchikan	Brooks
1/23/00	Public meeting advertisement in Ketchikan <i>Daily News</i>	Ketchikan	N/A
1/24/00	Meeting with USFS regarding timber harvest on Gravina and within Ketchikan Ranger District	Ketchikan	Klugherz, Burden
1/24/00	Discussion with Alaska Ship and Drydock	Ketchikan	Burden
1/25/00	Meeting with Steve Selye regarding sawmill	Ketchikan	Klugherz, Burden
1/25/00	Discussion regarding property on Gravina Island	Ketchikan	Klugherz, Burden
1/25/00	Meeting with Assistant City Manager	Ketchikan	Klugherz, Burden
1/26/00	Meeting at Ketchikan Hospital discussing hospital issues	Ketchikan	Klugherz, Burden
1/26/00	KGB Assessor's Office meeting discussing property value	Ketchikan	Klugherz, Burden
1/26/00	Discussion with Assistant Borough Manager regarding economic issues	Ketchikan	Klugherz, Burden
1/26/00	Project Development Team meeting	Ketchikan, Anchorage, Juneau	PDT members, Project Team
1/27/00	Public meeting to present project alternatives. Two meetings held: an a.m. meeting at 11:00 and a p.m. meeting at 5:00. Presentations at 12 noon and 6:00 p.m.	Ketchikan	Project Team, Public

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Date	Activity	Location	Project Team Member(s)
1/27/00	KRBD radio interview	Ketchikan	Dalton, Brooks, Kyle
1/27/00	Public comment period following January public meeting (January 27 through March 17, 2000)	--	N/A
1/29/00	Presentation of project status to Senator Frank Murkowski and staff during his meeting with Ketchikan Gateway Borough.	Ketchikan	Klugherz
2/1/00	Discussion with USFS regarding wetland functions and wildlife using wetlands	Juneau	Leggett
2/1/00	Telephone interview with Gateway City Realty discussing housing market and general economy	Ketchikan	Klugherz
2/1/00	Interview with Tongass Realty concerning commercial and residential rental market	Ketchikan	Klugherz
2/1/00	Interview with Mayor of Metlakatla regarding economy	Ketchikan	Klugherz
2/2/00	Miscellaneous notes on wetland functions	Juneau	Leggett
2/2/00	General discussion with USFS Research Lab regarding wetland functions	Juneau	Leggett
2/2/00	Interview with AK State Parks ranger regarding access to visitor data in area	Ketchikan	Klugherz
2/3/00	The president of Gateway Forest Products interview regarding the timber industry in Ketchikan	Ketchikan	Klugherz
2/3/00	Interview with Executive Director of Ketchikan Visitors Bureau about the state tourism industry in Ketchikan	Ketchikan	Klugherz
2/07/00	Discussion with Ketchikan Indian Corporation Tribal Council	Ketchikan	Klugherz
2/10/00	Project update to the Ketchikan Chamber of Commerce Transportation Committee	Ketchikan	Klugherz
2/26/00	Gravina Access Project Newsletter Volume 3 published as insert in <i>Ketchikan Daily News</i> weekend edition February 26, 27, 2000. "Gravina Access Project Public Meeting Unveils Access Options"	Ketchikan	N/A
3/13/00	Meeting on Gravina planning efforts and secondary and cumulative impacts with Alaska Department of Natural Resources (ADNR), USFS, Ketchikan Gateway Borough (Borough), Department of Transportation and Public Facilities (DOT&PF), and Steve Planchon (TLO).	Ketchikan	Dalton, McPherson, Klugherz, Hippe
3/13/00	Floatplane operator meeting to discuss access options and preliminary ideas about the potential impacts.	Ketchikan	Dalton, Hippe, McPherson, Klugherz and Peters
3/14/00	Field reconnaissance of proposed road alignment to Seley Mill site with Borough and U.S. Army Corps of Engineers (Corps) staff.	Ketchikan	Dalton
3/15/00	Meeting with Kris Geldaker of Cruise Line Agencies of Alaska regarding Marine Safety Task Force input.	Ketchikan	Dalton, Klugherz
3/28/00	Meeting with John Clifton of the Tongass Narrows Work Group	Ketchikan	Dalton, Klugherz
4/4/00	Project Team briefing, Centennial Hall in Juneau for DOT&PF Project Team	Juneau	Project Team
4/4/00	Meeting with Jim Helfinstine, U.S. Coast Guard (USCG) & Tim Haugh, Federal Highway Administration (FHWA)	Juneau	Dalton, Kyle, Brooks, Hutchison
4/6/00	Presentation to the Alaska Department of Commerce, Alaska marine pilots, Alaska Marine Pilots Board	Anchorage	Dalton, Brooks, Kyle, Klugherz,

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Date	Activity	Location	Project Team Member(s)
			Hutchison
4/6/00	Discussion with Grahame Burton of Princess Cruises, Bill Sharp of Holland America, and Les Cronk of Cruise Line Agencies of Alaska.	Anchorage	Klugherz, Dalton, Brooks, Kyle, Hutchison
4/##/00	Public service announcement for 4/12/00 public meeting	Ketchikan	Brooks
4/8/00	Public meeting advertisement in <i>Ketchikan Daily News</i> for 4/12/00 meeting.	Ketchikan	N/A
4/8/00	Postcard mailer to all box holders in Ketchikan area regarding 4/12/00 public meeting	Ketchikan	N/A
4/11/00	Project Development Team meeting in Ketchikan at the Ted Ferry Civic Center 2 p.m. to 4 p.m., teleconference links to Juneau and Anchorage	Ketchikan, Juneau and Anchorage	PDT Members, Project Team
4/12/00	KRBD radio interview	Ketchikan	Dalton, Brooks, Morrow
4/12/00	Public meeting to present project alternatives. Two meetings held, an a.m. meeting at 11:00 and p.m. meeting at 5:00. Presentations at 12 noon and 6:00 p.m.	Ketchikan	Project Team, Public
4/13/00	Meeting with Ketchikan Chamber of Commerce Transportation Committee	Ketchikan	Dalton, Kyle, Brooks, Klugherz, McPherson, Reich
4/13/00	Presentation to the City of Saxman and Saxman IRA Council on the project and the issue of subsistence uses in the project area and other traditional activities on Pennock and Gravina Islands.	Saxman	Reich, Dalton
4/13/00	"HDR Presents More Gravina Options" article on electronic news page www.kanoe.com .	World Wide Web	N/A
4/15/00	Feature article in <i>Ketchikan Daily News</i> weekend edition (April 15-16, 2000): "Engineers estimate Gravina crossing costs, prices for bridge, tunnel and combination options span a range from \$63 million to \$384 million"	Ketchikan	N/A
4/15/00	Display at Ketchikan Chamber of Commerce EXPO (Two days)	Ketchikan	Klugherz
4/21/00	Alternative analysis discussion with DOT&PF's Morrow, Yost and Healy	Juneau	Dalton, Snead
4/21/00	Meeting with USCG and Capt. Winter, marine pilot	Juneau	Dalton, Snead
4/24/00	DOT&PF Commissioner project briefing	Juneau	Keen, Kyle, Dalton
4/24/00	DOT&PF Gravina Access Team alternatives evaluation discussion	Juneau	Dalton, Garber, Keen, Kyle
4/25/00	Project briefing at Metlakatla	Metlakatla	Snead, Dalton
5/8/00	<i>Ketchikan Daily News</i> Editorial titled "Input Sought" encouraging the public to provide input to the project team.	Ketchikan	N/A
5/10/00	Floatplane operator meeting (no operators attended)	Ketchikan	Dalton, Peters, Klugherz, Hippe
5/11/00	Presentation to Technical and Operations Committee of the North West Cruiseship Association	Vancouver, BC	Dalton, Kyle, Klugherz
5/15/00	Cruise vessel navigation demonstration (w/ Jim Helfinstine, USCG, & others)	Ketchikan	Dalton, Kyle
5/16/00	Project Development Team meeting	Ketchikan, Anchorage, Juneau	PDT Members, Project Team
5/16/00	Elected officials meeting at Ted Ferry Civic Center 6:00 p.m. to 7:00 p.m.	Ketchikan	Dalton, Keen, Kyle, Klugherz

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Date	Activity	Location	Project Team Member(s)
5/17/00	Meeting with Ketchikan Chamber of Commerce Board	Ketchikan	Dalton
5/30/00	Presentation of project update to Colin Chapman, Administrative Assistant to Congressman Don Young.	Ketchikan	Klugherz
6/15/00	Meeting with Eric Hummel of Tongass Conservation Society (TCS).	Ketchikan	McPherson, Dalton
6/15/00	Meeting with Susan Dickinson, Steve Reeve, Dave Miller and Roger Healy to discuss planned taxiway improvements at Ketchikan International Airport (KIA).	Ketchikan	Klugherz, Dalton, McPherson
6/15/00	Ketchikan Pulp Company (KPC) Mill redevelopment/brownfields planning meeting.	Ketchikan	McPherson, Dalton
6/16/00	Meeting with USFS on the Gravina Timber Sale environmental impact statement (EIS) IDT to discuss coordination of study efforts, particularly the issues related to cumulative and secondary impacts analysis.	Ketchikan	Dalton, McPherson
6/19/00	Meeting with DOT&PF (Winters, Skagerberg, Moore) to discuss parallel taxiway design at KIA.	Juneau	Dalton
6/28/00	Display for Gravina Access Project located at the KIA	Ketchikan	Dalton, Klugherz

3.0 Summary of Public Comment

Public comment reached the project in many forms—via comment at public meeting, email, telephone, informal meetings, written correspondence, and as printed in the *Ketchikan Daily News*. The project team responded to the public comment when return addresses were provided. For all comment, specific issues and issue categories revealed themselves. Table 2 presents a compilation of the issues. Note that this table also includes issues contained in the December 1999 version of the scoping summary report. Comments provided between January and June 2000 are noted in italic.

Table 2. Issues Submitted (Updated June 2000)

Issue	Issue Description	Suggested Action (if any)	Opposition to Suggested Action
Airspace	Bridge would interfere with floatplane traffic <i>and create serious safety concerns for floatplane and helicopter pilots.</i>	Relocate floatplanes across Narrows; Build bridge at Pennock Island. <i>A tunnel is the only sensible solution.</i>	
Burial Grounds	Bridge construction could disturb Native burial grounds on Pennock.	Don't build bridge in burial grounds.	
Comprehensive Planning	Need long-range planning for Gravina before access is built; do planning after bridge is built; the Borough should finish what has been started.	(Note: This project will be coordinated with the Borough's Ketchikan 2020 planning efforts.)	No more planning, just build the bridge.
Cost/Benefit of Project	Project will benefit only a few; <i>possible tax increases may result.</i> <i>Lower level bridge merits further study.</i>	Evaluate project on basis of whole community. <i>Look at impact of cruise ships going around Pennock with low bridge option.</i>	<i>Too expensive, benefits few.</i>
Fish, Wildlife, and Habitat Resources	Sensitive shoreline and intertidal habitat on Gravina should be protected; disturbed, sensitive areas should be restored; endangered species should be protected.	Protection of East Clump, Government Cr., Clam Cove, Lewis Reef, Blank Inlet, Black Sand Cove, Restoration of East Clump, Clam Cove.	
Improved Access to Airport	Need improved access to airport for medical emergencies and convenience for travelers and those dropping off or picking up passengers.	Build a hard link.	Existing access is adequate; Travel time won't be reduced by bridge or tunnel.
Job Creation	Local labor could be used in construction; development of Gravina would create jobs.		
Landfill	Solid waste is barged south.	Locate regional landfill on Gravina.	Gravina isn't place for landfill.
Maintenance	Bridge and tunnel would require maintenance. <i>Maintenance ongoing and costly.</i>	Choose option with least maintenance cost. <i>Build a tunnel.</i>	Have difficulty maintaining what exists now; the community shouldn't be burdened with taxes to pay for maintenance.
Navigation	Bridge should be tall enough for cruise ships; Tongass Narrows is congested with air and marine traffic	Build bridge to accommodate cruise ships; Congestion should be considered in design	Cruise ships can go around Gravina; Tall bridge is too expensive.

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Issue	Issue Description	Suggested Action (if any)	Opposition to Suggested Action
		of alternatives; Restrict traffic in west channel to cruise ships and east channel to state ferries and private craft. <i>Construct tunnel—it provides least navigational hazard.</i>	<i>Tunnels are expensive to operate and maintain.</i>
Other Community Needs	Money could be used for other things needed by the community.	Improve Tongass Avenue, city streets, road maintenance, schools; Clean up of Ward Cove property for reuse	
Opening Land on Gravina	Hard link access would open Gravina land to various uses.	Make recreation land, golf course, residential property including Vallenar Valley, commercial/industrial development available.	No need to develop Gravina; Develop Revilla; Would destabilize property values; Lack of land on Gravina not reason why businesses aren't relocating to Ketchikan.
Roads on Gravina	Roads would provide access to Gravina lands.	Build roads to Lewis Reef development; build access roads to future commercial/industrial sites; build road to Vallenar Bay; build road along shoreline to open up areas for development.	Don't develop Gravina, put roads on Revilla.
Traffic Impacts	Traffic congestion problems occur on Revilla. <i>Connection to Gravina will alter present day traffic patterns.</i> <i>Connections north of Ward Cove will alter traffic patterns.</i>	Hard link would alleviate traffic flow problems; Improve road system and parking at airport. <i>Analyze traffic with alternative analysis.</i>	
Viewshed	Bridge would be an eyesore; Development on Gravina would be ugly. <i>Low bridge may alter viewshed.</i>	Build a tube or tunnel; Consider underground power lines with road projects.	
Water Quality	Declining water quality would be adversely impacted by development on Gravina.	Protect beach fringe on Gravina.	
Wetlands	Wetlands would be disturbed or destroyed by development on Gravina.	Wetlands should be protected.	Most of Alaska is wetlands; Build hard link and access roads for development.
Indirect Access to Airport	<i>Presently residents living both north and south of the airport do not have to do any backtracking to reach the airport.</i>	<i>Do not increase mileage to airport from current system.</i> <i>Keep crossing where it is.</i>	
Develop Revilla not Gravina	<i>Only small groups with special interests want more development on Gravina. The average taxpayer does not want to pay tax for Gravina development.</i>	<i>Develop Ketchikan.</i> <i>Ketchikan still has room for development.</i>	
Links to Pennock	Potential impacts to houses and residents on Pennock Island could occur.	<i>Don't build link through Pennock.</i>	<i>Building a bridge to Pennock and Gravina provides access to more land. The potential</i>

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Issue	Issue Description	Suggested Action (if any)	Opposition to Suggested Action
			<i>link will be located out of town in a less congested area if built to Pennock. Also, airspace is not as congested as it is at site closer to the airport.</i>
Impacts to Refuge Cove	<i>Refuge Cove is primarily residential with a state park adjoining. Major traffic noise and congestion from a bridge would destroy the peaceful atmosphere that attracts people there.</i>	<i>Keep bridge away from primarily residential and recreational areas. Place it in an area more fit to the surroundings, closer to the airport and more centrally located.</i>	
Toll	<i>Toll would deter use of bridge, tunnel, or additional ferry.</i>	<i>Leave current system in place.</i>	
Parking	<i>Parking at the airport may not be sufficient.</i>		
Hazardous and Flammable Material	<i>The tunnel option will not accommodate transport of hazardous and flammable materials.</i>	<i>These materials could be transported by barge or ferry.</i>	
Transporting Vehicles to Gravina	<i>Tunnel and ferry options limit the ability to transport oversize vehicles.</i>		
Connect Three Islands—Gravina, Revilla and Pennock	<i>Connect all three islands, not just two. It would be better in the long run.</i>		<i>See links to Pennock Island above.</i>
Development	<i>Concern that building a bridge for development only when a need is not identified.</i>	<i>Use ferry service.</i>	
Airport Location/Move	<i>Move airport and look at useful life</i>	<i>Relocate on Pennock or North Point Higgins area.</i>	
Coordination with Other Plans	<i>The Gravina Access Project should be coordinated with the airport master plan.</i>	<i>Coordinate with rock removal at airport to expand runway.</i>	
Future Growth	<i>Make sure options accommodate future growth.</i>		
Access	<i>The project is about providing better access to Ketchikan Gateway Borough lands and others</i>		
Operation and Maintenance Costs	<i>Operation and maintenance (O &M) costs are high for the tunnel alternative.</i>		
Parking	<i>Issue reflects concern over parking at the airport—where? how much?</i>	<i>Free parking</i>	
Community Character	<i>Ketchikan has lots of character the way it is now.</i>	<i>Leave it alone. Use bridge money to subsidize the ferry.</i>	

KETCHIKAN GATEWAY BOROUGH
Department of Planning and Community Development
344 Front Street • Ketchikan, Alaska • 99901

✓✓✓✓✓
Fig. 3.1
Susan Dickinson, Director
Telephone 222-6010
FAX 247-2439
kotplan@ktn.net

Date: 15 March 2000

Surveyor's Report

Project: Road to Lewis Reef

Survey No. n/a

Location: Airport Reserve from rock pit to Seley's sawmill
Zoning: Airport Development (AD)

Problem:

Field review of proposed road alignment.

Findings:

On March 14, 2000, there was a field review of the proposed alignment of a road to connect the airport with Lewis Reef. Present were John Hill, Jonathan Lappin and Kees van Weel (Borough Planning Dept.), Mark Dalton (HDR), Steve Duncan (Corps of Engineers), Jack Gustafson (Alaska Fish & Game Dept.) and Tim Droke (Seley Corp.).

Mr. Droke has laid out the alignment with orange flagging. He had received direction to run a spur to the rock pit which is southwest of the airport, since the Borough Assembly had told Steve Seley they would like to see that. Our inspection started first at the NW end of the airport runway near the Airport Creek estuary. The group considered proposed road alignments across and adjacent to the its waterbody. Principal concerns included project impacts to wildlife habitat including bears, deer, fish, and waterfowl. We then followed the south side of Airport Creek to the rock pit. We found the proposed bridge crossing proposed by PND approximately 500 feet above the high tide line. Although the crossing avoided the impacts associate with crossing an estuary and made more sense from the perspective of physical constructions, there were still concerns regarding use of the area by bears and deer. We proceeded on to the rock pit. Once at the pit we observed grading and filling activity by airport personnel with a loader and bulldozer. A section of overburden had been removed from the rock in back of the rock pit, evidently in preparation for removing more rock. We then followed the flag line to the Seley Sawmill.

The topography where the road is laid out is gently sloping. The terrain is muskeg, with some areas of timber in wet soil. It was not clear to what degree this alignment encroached upon the FAA's object free zone. This needs more analysis.

One possible alignment runs around the NW end of the runway near the light tower furthest from the runway. This puts it very close to the Airport Creek estuary and could

require some fill in and/or adjacent to that waterbody. The PND alignment is closer to the runway end, and was approved by the FAA per John Hill. The proposed road then parallels the runway to the rock pit. We saw an aerial photo target which lies S 45° W, 150± from the rock pit, with an aluminum cap marked "JSKH PT 304 1999." From there it turns inland in a SW'ly direction and crosses two tributaries of Airport Creek. These can be bridged with culverts. The alignment then curves more E'ly for about ½ mile, during which it crosses three more tributaries of the same stream. These crossings will need bridges.

From this point the proposed road turns in a NW'ly direction to cross Lewis Point Creek. This crossing is laid out about 5/8 mile from the mouth of this creek, and will also need a bridge. The alignment continues NW'ly to Creek 2, which it crosses about 1/4 mile from bridge. This will need a bridge. There is a steep pitch down to the level of the creek. This drop-off is about 35' high and 150' ± from the creek itself, which will entail a lot of drilling and blasting to have a decent grade down to the bridge. The road continues NW'ly to the last bridge which is on Creek 1. This crossing is about 500' from the creek's mouth. The final 3/4 mile of the alignment also runs generally NW until it curves N'ly into the Lewis Reef Industrial Area.

There were several discussions during our inspection. The first item of concern was the crossing of Airport Creek. The PND crossing is close to tidewater. However, it would mean only installing one bridge over this creek. Mr. Droke's proposal puts the road more than 1/4 mile from its mouth and out of the riparian buffer. The trade-off is that this will probably need two culverts and three bridges to cross the tributaries of the same creek.

Further discussion centered on the terrain. Mr. Duncan said he didn't see any portion of the road which was not in some type of wetlands. It is evident that rock is close to the surface for most of the alignment. The gentle slopes of the topography will allow grades of less than 8% for most of the road. The majority of this alignment is over 1/4 mile from the coast, and should not be visible from Tongass Narrows or the Revillagigedo Island. One issue regarding road construction will be to make sure that the road does not unduly restrict the substantial flow of water through this watershed. The road alignment is evidently located in a area which collects a substantial amount of sheet flow from the adjacent higher elevations.

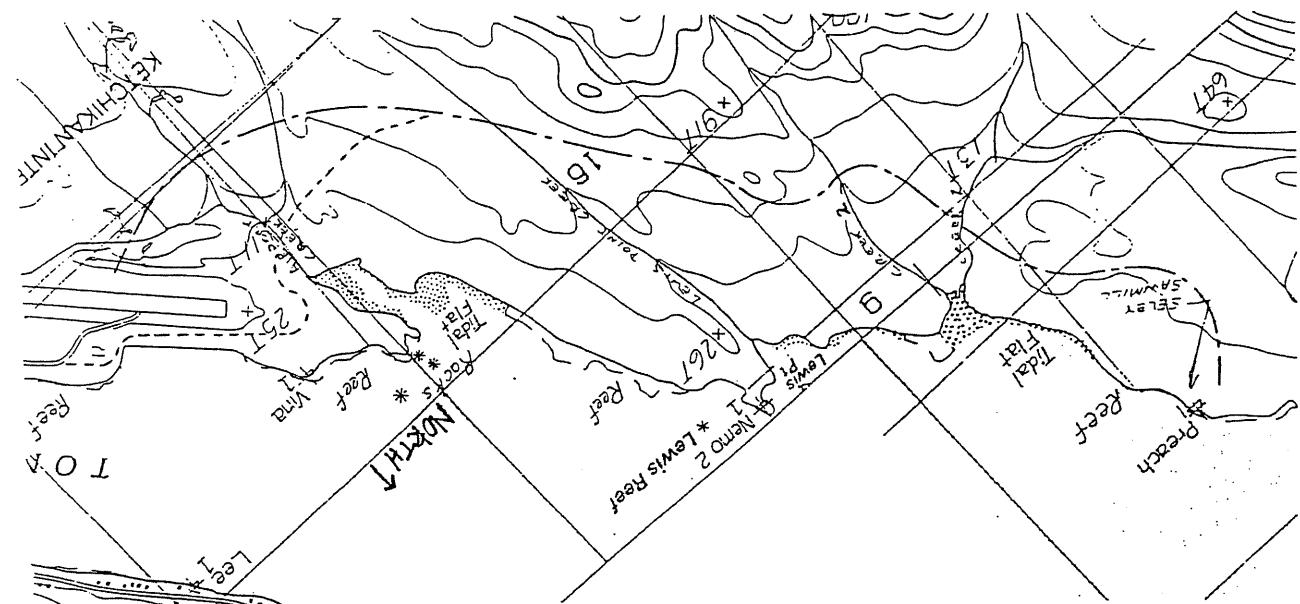
Mr. Droke was asked about costs. He estimated that it will cost \$150,000 to \$180,000 per mile for single lane road building, and \$120,000 for a 90' bridge. He said a single lane Hamilton Bridge runs \$1100 per foot. By extrapolation, that would make the fixed installation cost around \$20,000. If the various stream crossings need 40' bridges, the cost of six bridges will be $6 \times (\$20,000 + (40 \times \$1100)) = \$384,000$. For $2 \frac{1}{2}$ miles of road (approximate length of this alignment) the high end cost is $2 \frac{1}{2} \times \$180,000 = \$450,000$. When we add the bridges to this the total cost estimate is \$834,000.

Considering the topography, it would seem feasible to incorporate the portion of the PND alignment from the end of the airport access road to the crossing of Airport Creek or

LEWIS REEF ROAD PROJECT

Prepared by:
Ketchikan Gateway Borough

North: indicated



LEWIS REEF ROAD - ALTERNATIVE ALIGNMENTS

From there I would suggest trying to run a flag line to tie into Mr. Droke's proposed road near Lewis Point Creek. A spur road parallel to the airport runway could be constructed to the rock pit to negate another rock source. This would delete the need for two bridges and two culverts and their impact on the upper tributaries of Airport Creek. However, this may make the road more visible from Tongass Narrows and Revillagigedo Island. There may also be ravines to cross which do not show up on the topo map.

Submitted:

Kees van Weel, Lands Manager
John Hill, Associate Planner

Meeting Notes



Subject	Subsistence	File Number	Action/Notes
Project Number	07072-144-249		
Meeting Date	4-13-00	Meeting Location	Saxman
Notes by	MD	Office	
Attendees	Attached		
Topics Discussed			

Robin Reich and Mark Dalton attended the regularly scheduled meeting of the Saxman City Council and Saxman IRA Council. Notes of the meeting taken by Saxman City Clerk Nora DeWitt are attached.

JOINT MEETING BETWEEN CITY OF SAXMAN AND THE ORGANIZED VILLAGE OF SAXMAN CITY COUNCIL AND SAXMAN IRA COUNCIL SPECIAL MEETING MINUTES - APRIL 13, 2000 AT 6:30 PM

A) CALL TO ORDER

The meeting was called to order at 6:40 PM by Mayor Dan Williams in Saxman City Hall per agenda (Exhibit A).

B) ROLL CALL

SAXMAN CITY COUNCIL: City Clerk Nora DeWitt took roll call as follows:
CITY COUNCIL MEMBERS PRESENT: Edna Dunaway, Mary Mann (arrived at 6:45 PM), Harvey Shields, Albert White and Daniel Williams.

CITY COUNCIL MEMBERS ABSENT: Tim Burton (excused/working with the Fire Department) and Rick Makua (excused/working on the ferry).

A quorum was declared present for the Saxman City Council.

SAXMAN IRA COUNCIL: Tribal Secretary Nora DeWitt took roll call as follows:
IRA COUNCIL MEMBERS PRESENT: Mary Elizabeth Smith, Harvey Shields and Nora DeWitt.

IRA COUNCIL MEMBERS ABSENT: Sarah Abbot (excused/out of town at T&H Convention), Matt Williams, Cary Williams, and Joe Williams (excused/out of town by a meeting).

OTHERS PRESENT: Holly Churchill, Elmer Makua, Amy Peter, and Tom Fitzgerald.

A quorum was not present for the Saxman IRA Council but the meeting continued.

- 1) **CITY OF SAXMAN AND SAXMAN IRA COUNCIL OPENING**
Mayor Daniel Williams welcomed all that were present and asked the HDR representatives to introduce themselves and start their presentations.
- 2) **HDR - SHORT PRESENTATION ON THE GRAVINA ACCESS PROJECT
AND THE KETCHIKAN GATEWAY BOROUGH'S 2020 PLANNING
EFFORTS**

Mark Dalton, Director of HDR Environmental Services introduced himself and Robin Reich, HDR Environmental Planner. He stated he served as the Manager of the project which the Alaska State Department of Transportation is conducting to look at ways to improve access to and from Gravina Island.
He stated they had a community presentation Wednesday evening at the Ted Ferry Center.

PGL/Minutes Special Jt. Meeting Saxman City Council and Saxman IRA Council 4/13/2000



HDR

and it covered the various alternatives and costs. He noted tonight they laid out maps of the areas to illustrate what area they are talking about and what areas the community may wish to discuss. He assured those present this information given was not going to be left out to the general public but would help them in looking at what areas the community is concerned about. He stated they understand the concern people have about letting everyone know the areas where they gather.

He stated they are also working with the Ketchikan Gateway Borough on the 2020 Land Plan. They are looking at land uses on Gravina Island.

He asked for questions or comments.

3) OPEN ROUND TABLE DISCUSSION

Holly Churchill stated concern over the sensitive areas of the burial grounds. She stated in the early days where they buried caucasian people a list of names and locations were placed in the archives. She stated that in those times due to various deaths due to diseases these folks were buried in different locations. She believed these locations were away from the burial places of the tribes. She stated she believed Joe Williams had an inventory of the Saxman burial locations. She stated on Gravina Island there was located areas of burial and she thought the community of Metlakatla has people buried there. She suggested that they visit this community and gather testimony. She believed Joe Williams also has a map plotted of the area.

Elmer Makua stated he faxed a list to the Tongass Tribes grave locations to their office.

Amy Perez stated she knew of only one white woman buried in the tribal burial ground and the rest were Saman residents. She stated the boat, Golden North belonging to Henry Denny, took the coffins over to the burial ground. She stated she has been here 58 years and witnessed some of the processions going over to the burial ground. She stated she did not want to see a road go over or near the burial ground. She stated the most recent burial was that of CT Johnson.

It was asked if the City of Saxman has a file of these burials. City Administrator Tom Fitzgerald and City Clerk Nora DeVitt stated they do not have a historical file.

Elmer Makua stated he has done work on the cemetery on the north side of the island. He reported speaking with the Bureau of Land Management (BLM) on managing the sites. He stated he received a whole list of not only property sites but the burial sites. He stated what he planned on doing if they ran into old remains. He explained Shamans were buried without telling anyone where and he wanted to know what they planned on doing if a grave site was found. He stated his appreciation of them coming and giving the information. He discussed some types of subsistence gathering and noted there was much more than what was discussed. He felt they should not just focus on just one area. He thanked the Councils for allowing him to come out and offer his comments.

Mayor D. Williams stated unfortunately he has no historical data on the grave sites or areas that were used. He informed the Council that he attended the public meeting at the Ted Ferry

Center on Wednesday 4/12/00. He stated it was very interesting hearing about the various options and the cost of them. He stated that it is a lot of money they are talking about and that another cost is the upkeep. He stated the options look good but feels with expansion they have to look out for more that what's there.

Elmer Makua explained that he was a part of a group called the Circle of Concerned Citizens and also serves as Vice President of the Tongass Tribe. He noted his involvement with the North side graves. He asked if they would be involved in the survey and keep abreast of their studies and when they meet be invited to participate and participate. Mr. Mark Dalton stated certainly.

Mary Elizabeth Smith asked to have them get with Joe Williams to obtain the records that he has on the grave locations. Mayor D. Williams stated that he was sure that Joe Williams would make the information available.

Mary Elizabeth Smith stated there are others that are not here that may have other information and she made the point that they needed to be contacted.

Robin Reich stated they would leave the maps and if any of the elders or people would like to drop by and review the maps they can be marked on and they would pick them up at a later date. They wanted to gather as much information as possible.

Holly Churchill expressed the thought there may be some homesteaders that would like to give information and they should offer a public meeting for the Pennock residents. She stated a lady homesteader gave information and there may be more people willing to give information regarding grave sites on or near homesteaders properties.

Amy Perez stated there is a lady from Pennock that works for the City of Ketchikan and she may have information that she can give. She asked if she should try to contact her. Everyone felt that this was a good idea.

Albert White stated the vegetation has taken over and he heard it was hard to recognize anything.

T.Fitzgerald stated that if somebody lives on Pennock and wants to give information the City would offer the office as a place to do so.

Elmer Makua asked if there was a deadline on when the information had to be obtained.

Mark Dalton stated the process is to narrow the range of alternatives to 4-5. He noted at present there are sixteen alternatives ranging from one costing 4/10 million to a smaller amount. He stated they need specific information to avoid certain areas that of concern. He stated they have 20 million dollars to do the study and get to the phase for construction. He stated the only reason this has gone so far is because of the concern of the Ketchikan governments and the community. He stated federal dollars came from Washington D.C. He stated an area of concern is the operation and maintenance costs because the State of Alaska may not necessarily take this over.

Elmar Makua asked if this going through a process and would they be advising the various people about this.

Mark Dalton stated it will be discussed that the meeting will be based in Ketchikan and the decision will be based on the information gathered from the communities, City of Saxman, City of Ketchikan, and the Ketchikan Gateway Borough.

T.Fitzgerald asked what would if there was no acceptable option? Mark Dalton stated that there is something called no action alternative. He stated this has to also be covered. He stated since the 70's or early 80's the idea of improved access has been studied. He stated that the picture of improved access has always been a concern and something that needs to be addressed.

Mayor D.Williams thanked the audience for the concern and for taking the time to come to the meeting. He felt a few gaps had been filled in.

JOINT MEETING DATE OF THE SAXMAN CITY AND IRA COUNCIL SET

The Council concurred in meeting on Wednesday April 26th at 6:30 PM in the meeting room of Saxman City Hall. Agenda items mentioned and area to be include is the wood pile, road signs, and office leases.

4) ADJOURNMENT

M/H Shields and M.Mann to recess the City portion of the meeting. All Saxman City Council members in favor, motion carried. The Saxman City Council was excused at 7:18 PM.

Respectfully Submitted,

Nora DeVitt, City Clerk

Elmar Makua asked if this is obtained then to advise the ballot be changed to reflect this. This was authorized only because no absentee ballots had yet been issued. It was noted if any absentee ballots were issued this could not be allowed. Secretary/Treasurer Nora DeVitt was directed to follow through with this and advise Winona Wallace, Tribal Administrative Assistant.

The Saxman IRA Council members present were excused at 7:40 PM and the meeting adjourned.

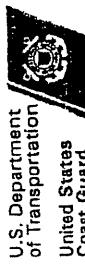
Respectfully submitted,

Nora DeVitt
Nora DeVitt
Tribal Secretary

5) CONTINUING WITH THE SAXMAN IRA COUNCIL MEETING

Secretary/Treasurer Nora DeVitt explained to Council Member Harvey Shields an error that occurred with the IRA Council election to be held on April 20, 2000. She stated Mary Elizabeth Smith submitted her declaration of candidacy form and marked it for President at a one year term when she meant to mark it so she would run for the Council position. She iniited the document and thought it was for a Council position for a one-year term. N.DeVitt explained Mary requests that the her candidacy form be changed to reflect this and the ballot be changed to show her name under the Council position sections and not the president section. N.DeVitt stated the Constitution does not address this and only states that the election will be held on the Thursday following the third Monday of April. She stated the election notices state the date the form is to be filed and when ballots are to be made available. She stated there is no written policies for the election and that is up to the Council. She stated she has been following the procedures of the City of Saxman's election.

The Council members present agreed to allow Mary Elizabeth Smith to correct her candidacy declaration and witness the correction by signing the form. Then, because there was no quorum present to contact Matt Williams or Caryl Williams the following day to obtain their



U.S. Department
of Transportation
United States
Coast Guard

915 Second Avenue
Seattle, WA 98174-1067
Staff Symbol: (oan)
Phone: (206) 226-7270
FAX: (206) 226-7265

Commander
Thirteenth Coast Guard District
Tenth Floor, 1201 Third Avenue
Seattle, WA 98101-3146

16590
June 16, 2000

From: Commander, Thirteenth Coast Guard District
To: Commander, Seventeenth Coast Guard District (oan)

Subj: GRAVINA ISLAND ACCESS PROJECT - TRIP REPORT

Ref: (a) Your 16590 dt 28 Feb 00

1. Reference (a) requested the temporary services of John Mikesell to assist in evaluating the impacts on navigation of a bridge structure proposed for construction by the State of Alaska across Tongass Narrows, at Ketchikan, AK. Pursuant to reference(a) Mr. Mikesell participated in a field trip conducted during the week of 15 May to familiarize all parties involved in project planning with the area and its unique navigational issues.

Enclosure (1) is Mr. Mikesell's trip report and recommendations.

/M F Greene
G. F. GREENE
By direction

Enc: (1) Trip Report - Tongass Narrows

Copy: Mark Dalton, HDR Alaska
Larry Kyle, HDR Seattle
Roger Healy, Alaska DOT
CCGD17(o)
CCGD17(m)

TRIP REPORT
TONGASS NARROWS
KETCHIKAN, AK

Prepared by John Mikesell CGD13 Bridge Program Manager

Waterway Description:

Tongass Narrows is a "Y" shaped body of water oriented in a southeast to northwest direction. It stretches from Nichols Passage on the southeast end to Guard Island on the northwest end. It is approximately 13 nautical miles in length and about 1/4 of a mile wide. It is bounded on the eastern side by Revillagigedo Island and on the west by Gravina Island. Pennock Island divides the southern portion of the Narrows into east and west channels. The cities of Ketchikan and Saxman are located on the eastern side of the Narrows and the Ketchikan Airport is located on the western side, opposite Ketchikan.

Cruise ship transits of Tongass Narrows, 15 May 2000:

The State of Alaska proposes a project to improve access across Tongass Narrows. Project alternatives under consideration include bridging, tunneling, and improved ferry service. Because bridging the waterway would require a Coast Guard permit, the Coast Guard is actively involved in the planning phase of this project. Bridge alternatives under consideration include high and low level fixed structures and opening span structures. There are several alternative locations under consideration depending upon the type of structure selected. Cruise ships transit north and south through Tongass Narrows and call at the City of Ketchikan on their Alaska cruises. In order to gain prospective of the potential effects the various alternatives on cruise ship operations, transits of Tongass Narrows on cruise ships were arranged by the State's consultant for the project.

Observers participating in cruise ship transit exercise:

Mark Dalton, HDR Alaska, Project Manager for consultant

Larry Kyle, HDR

Roger Healy, Alaska DOT, Project Manager for state

Robert Lorigan, CDR USCG, D17 MSO Juneau

Jim Helfinstine, CGD17 BAP Manager

John Mikesell CGD13 BAP Manager

Vessels and S.E. AK Pilots participating:

N/V Ocean Princess - S.E. AK Pilot - Capt. Hans Antonsen
M/V Jubilee - S.E. AK Pilot - Capt. Bob Winter
N/V Ocean Princess - S.E. AK Pilot - Capt. Dale Collins
N/V Veendam - S.E. AK Pilot - Capt. Joe Homer

Boarded pilot boat at Daly Float, Ketchikan, at about 0330 and proceeded south through the east channel of Tongass Narrows. Rendezvoused with M/V Ocean Princess at approximately 0445 in Revillagigedo Channel at the Twin Island Pilot Pick up point, inbound to Ketchikan. After boarding and with Pilot Capt. Hans Antonsen at the conn, proceeded north, passing Hog rocks to starboard, Bold Island to starboard, Spire Island Reef to port, Cutter Rocks to starboard, and Potter Rock to starboard. Entered Tongass Narrows East Channel, with Pennock Island to port. Proceeded northwesterly passing through a 200-yard wide choke point in the channel bounded by green buoy #3 to port, marking California Rock and red buoy #4 to starboard, marking Idaho Rock. Passed Coast Guard Station to starboard and proceeded to Ketchikan cruise ship dock located on north end of Thomas Basin, making fast at about 0630.

Boarded pilot boat at Daly Float, Ketchikan, at about 0830 and proceeded northwesterly through Tongass Narrows to rendezvous with M/V Jubilee off Guard Islands. While proceeding to rendezvous, passed City of Ketchikan to starboard and Ketchikan Airport to port. Noted extensive floatplane use of entire area with takeoffs and landings occurring from multiple terminals throughout the area. The peak level of floatplane activity occurs in the summer with a reported 500 movements per day, making this one of, if not, the largest float plane operations in the world. Also noted was the extensive use of the waterway by commercial fishing vessels, tugs and barges, Alaska State ferry's, the Ketchikan Airport ferry, and miscellaneous recreational vessels of all sizes. Most of the traffic, including aircraft, was parallel to the waterway, i.e., in a north/south direction, but the airport ferry transits were of necessity perpendicular to the general flow of traffic. Compounding this traffic mix is commercial and private land based aircraft operations to and from the Ketchikan Airport. Approaching the narrowest part of the waterway, about 200 yards wide, bounded by the Ketchikan shipyard and a barge container terminal to starboard the airport ferry

landing to port, the pilot boat was required to lay to, in order to allow for passage of the incoming cruise liner M/V Veendam. After passage of Veendam, continued transit to rendezvous with M/V Jubilee north of Guard Islands. At approximately 1000, boarded M/V Jubilee inbound to Ketchikan with Pilot Capt. Bob Winter at the conn. Transited southeasterly passing Guard Islands to starboard, Pond Reef to port, Rock Point and Rosa Reef to starboard, and Ohio Rock, to port. From Peninsula Point, to port, and Lewis Point, to starboard, the channel narrows, maneuvering room is reduced and float plane activity increases. Ketchikan Airport, to starboard, and its associated ferry crossing, coincide with the locations of the Ketchikan shipyard and a container terminal, to port. Viewing this bottleneck from the bridge of a cruise ship is a real eye opener. No room for error, with no where to run and no where to hide if anything goes wrong. Fortunately, this passage was made under near perfect conditions of weather and traffic. The pilot voiced concern with the apparent unrestricted waterfront development in this area and its effect on navigation. Continued inbound transit past the airport, approaching Pennock Island. Altered course to port to clear Pennock Reef to starboard and sunken wreck marked with a buoy to port. Kept red buoy #4A to starboard and made fast to cruise ship dock aft of the M/S Veendam at about 1200. CDR Lorigan departed observation group for return to Juneau. Three cruise ships at dock; M/S Veendam, M/S Jubilee and M/S Ocean Princess

Boarded M/V Ocean Princess at Ketchikan cruise ship dock at about 1400, Pilot Capt. Dale Collins at the conn. Departed outbound to north for pilot debarkation area in vicinity of Guard Islands. Outbound transit reverse of and similar to inbound transit on M/V Jubilee. Area in vicinity of ferry crossing, airport, and shipyard presented similar challenges as inbound passage. Disembarked to pilot boat at about 1500 in vicinity of Pond Reef and returned to Daly Float, Ketchikan, at about 1545.

Boarded M/V Veendam at about 1730 for transit south to Twin Islands pilot drop off point, Pilot Capt. Joe Homer at the conn. As a favor to the observers, Capt. Peter Harris, Master of the Veendam, assumed the conn and agreed to transit south through the west channel between Pennock and Gravina Islands. This is not a normal route for large cruise ships, nor is it a recommended one. However, all conditions were favorable for the transit and Capt. Harris

wanted to demonstrate the feasibility/difficulty of the west channel route. The vessel was moored port side to at the pier, i.e., facing south. This required a 180 degree turn to starboard after clearing the pier, keeping red buoy #4A to port, followed by another 180 degree to port, keeping green buoy PR to port and avoiding Pennock Reef, to line up with the west channel. The Captain's skill combined with ideal weather conditions enabled these maneuvers to be completed with apparent ease, with only the junior officers on watch expressing concern for this departure from the norm. Proceeding southeasterly into the west channel, the vessel passed close aboard the steep face of Pennock Island between red light #4, to port, and green buoy #5, to starboard. During this passage, the junior officer monitoring the depth sounder was visibly agitated by the reduced clearances being recorded under the keel. The remainder of the west channel passage was uneventful. Capt. Harris commented to the observers that he would not recommend routine use of the west channel by large cruise ships. After passing red buoy #2 to port at the southern end of Pennock Island the course was altered to port to intersect with the standard track line for transit of Revillagigedo Channel. Disembarked to pilot boat in vicinity of Twin Island at about 1830 and arrived back at Daly Float, Ketchikan, at about 1915.

During the transits of Tongass Narrows maps/charts depicting locations of the various crossings were made available to observers, pilots, and ships officers for reference and comment. The one universal comment by all who chose to comment was that they were opposed to any bridge that would block the waterway to through transit i.e., low level fixed, and preferred any one of the tunnel options. Again, those who commented did not feel that any above water structural crossing in the vicinity of the present ferry route would be acceptable. Transit of the west channel by the Veendam effectively ruled out that passage as a viable option for cruise ships. Unfortunately some of the experts who could have provided commentary seemed to be in denial of the project, indicating that it will never happen, hence, not worth commenting on.

16 May was taken up with orientation over-flights of Tongass Narrows by the observation team in a CG helicopter and in attending a Project Development Team meeting. 17 May was spent in ground tour orientation of the Ketchikan area and observing cruise ship transits from shoreside.

This was of particular interest because the weather had changed to rainy and windy with reduced visibility. We were able to track the M/S Galaxy as it transited Tongass Narrows from the north until it was made fast at the cruise ship dock. Again there were three cruise ships at the dock. Even during this transit with inclement weather and reduced visibility there was a high level of floatplane activity, tug and barge traffic and an Alaska State Ferry in transit.

Vessel traffic in Tongass Narrows is subject to several Federal Regulations. 33 CFR Part 110.231 establishes a large passenger vessel anchorage area at the North end of Pennock Island. This anchorage is effective from 1 May to 30 September annually and is restricted to the use of large passenger vessels of over 1,600 gross tons. 33 CFR Part 162.240 establishes special navigation regulations which provides, in part, that no vessel, except floatplanes during landings and take-offs and certain classes of non commercial small craft, shall exceed a speed of seven knots. This applies to an area of Tongass Narrows which generally includes, from the north end of the airport, south to the northern portion of the east and west channels.

During the cruise ship rides, two of the pilots expressed concerns with the high level of unregulated marine activity occurring on this heavily congested waterway and the idea that a bridge may be introduced into the mix. They indicated that notwithstanding the previously cited CFR provisions, the "Tongass Narrows Voluntary Waterway Users Guide", issued by CGD17 Captain of the Port, Southwest Alaska, was the only direction provided to manage the high volume of traffic on this severely constricted waterway. Of further concern is that compliance with the Guide is only voluntary and is not legally binding.

Conclusions:

If bridging Tongass Narrows is the selected build alternative for improved access to Gravina Island the following project issues should be considered:

1. Any low-level fixed bridge across Tongass Narrows would not provide for the reasonable needs of navigation. Any permit application for such a structure would risk ultimate denial by the Coast Guard.

the WAMS Report, rated Tongass Narrows at, or near, the top in all risk categories for waterways covered.

It is apparent that the Ketchican Area has experienced a rapid and dramatic change to its economic base. During the last few years it has shifted from an economy based primarily on the forest products and commercial fishing industries to a tourism based economy centered upon the cruise ship industry and its support infrastructure.

Tourist activities depending heavily upon cruise ship supplied participants include: shopping and dining, guided excursions by land, sea, and air; and sport fishing and kayaking

Recommendations:

1. Alaska Department of Transportation

Investigate the feasibility of an opening span structure across the east waterway to Pennock Island in the vicinity of current alternatives E1-3, connecting to a mid-level fixed span across the west channel to Gravina Island. The east channel clearances should provide for cruise ship operations and the west channel clearances should provide for all other marine traffic, including Alaska State Ferries. Bridge openings normally would only be required for the passage of cruise ships. The east channel structure should provide clearances in the closed position that would pass the majority of the small craft currently using the waterway without opening. Because the majority of the bridge openings would be for cruise ships, they would occur in the May to October time period, leaving the remainder of the year relatively free of openings and their resultant delays to land transportation.

Upon selection of a preferred design alternative, if a bridge, provide the Southeast Alaska Pilots the opportunity to experience a computer simulated transit of the waterway with the bridge in place. This will provide confirmation that the design does provide for the reasonable needs of navigation.

2. City of Ketchikan

Investigate the feasibility of, and give serious consideration to, relocating the shipyard to a less congested area. The shipyard's present location, on a

semi-blind turn, at the narrowest and most congested part of Tongass Narrows unnecessarily obstructs the waterway and creates a hazard to all users, particularly when vessels are moored channelward of the drydock. Other suitable locations for a marine oriented facility of this type, which would not pose an obstruction to waterway use, appear to be available elsewhere in the area.

3. Coast Guard

Prepare an updated comprehensive WAMS Report for Tongass Narrows.

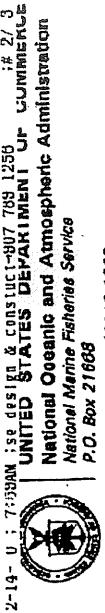
Prepare a Port Access Route Study (PARS) for Tongass Narrows. The PARS should formally address the cruise ship issue as it relates to the diverse mixture of marine and air traffic. Also, the PARS should recognize and explore the effects of existing and potential obstructions to navigation, i.e., shipyard and bridges, on the various user groups.

Develop and formalize a waterways management plan for Tongass Narrows.

Preparation of these documents should be coordinated with, and have input from, waterway users and all state and federal agencies having jurisdiction in the area. The documents should recognize and address the issue of access to Gravina Island and its potential effect on navigation.

D. E. McDonald

SEN'D IT:



February 10, 2000

Al Steininger, P.E.
Project Manager
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

Subject: Gravina Access Project - Purpose and Need Concurrence

Dear Mr. Steininger:

Please find enclosed the National Marine Fisheries Service's concurrence with the purpose and need statement for the Gravina Access Project. If you have any questions, please contact me at (907) 586-7510.

Sincerely,

Linda R. Shaw
Habitat Biologist

cc: Steve Duncan, USCOE
Mark Jen, USEPA
Steve Brockmann, USFWS
Jack Gustafson, ADFG
Carl Shrader, ADEC
Jim Anderson, DNR
Susan Dickenson, KGB
Jim Halfineline, USCG
Al Fletcher, FHWA

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Interagency Working Agreement Concurrence Form

Project Description: Gravina Access Project—The project is to improve surface transportation between Revillagigedo Island and Ketchikan International Airport and other lands on Gravina Island.

State Project #: 67698

Environmental Document: Env. Impact Statement Date Concurrence Due: March 29, 2000*

Purpose & Need

Preferred Alternative

Alternatives to be Analyzed

Concurrent Response

Having reviewed the information presented in reference to the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

Concurrence¹

Nonparticipation by constraint⁴

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Comments/Reasons for nonconformance:

U.S. Fish and Wildlife Service John B. Blaser 2/14/60
Agency Signature Date

Concurrence means that the information is adequate for the stage under development and the project may

Nonconcurrency means that the information is not adequate to address the stage under development, or the potential adverse impacts of the project are unacceptable, or the project should be modified to reduce impacts.

Nonparticipation by choice means that, based on the information provided, it appears that any regulatory or resource issues can be resolved at the next stage or phase of development.

Nonparticipation by constraint means that the agency does not have the ability to participate in the process at this point. This is not construed as nonparticipation by choice.



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 888
ANCHORAGE, ALASKA 99505-0888

ATTENTION OF:
REPLY TO:
Regulatory Branch
East Section
9-000152

Project Description: Gravina Access Project—The project is to improve surface transportation between Revillagigedo Island and Ketchikan International Airport and other lands on Gravina Island.

Federal Project #: AChP-0922(5)

Environmental Document: Env. Impact Statement Date Concurrence Due: March 29, 2000*
*By 2/25/00 if possible

State Project #: 67698

FEbruary 28 2000

Interagency Working Agreement
Concurrence Form

FEbruary 28 2000

Dear Mr. Steininger:

Your request of February 7, 2000, for concurrence with the statement of purpose and need to be included in the National Environmental Policy Act (NEPA) document for the Gravina Access project in Ketchikan, Alaska has been received. This project has been assigned number 9-000152, Tongass Narrows 524, which should be referred to in all future correspondence with this office. Enclosed is the Interagency Working Agreement Concurrence Form indicating The Corps of Engineers' concurrence with the purpose and need statement for this project.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number 9-000152, Tongass Narrows 524, in future correspondence or if you have any questions concerning this letter. If you have any questions, please contact me at the above address, at (907) 753-2720, or toll free in Alaska at (800) 478-2720.

Sincerely,

Steve Duncan
Project Manager

Enclosure

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Interagency Working Agreement
Concurrence Form

Project Description: Gravina Access Project—The project is to improve surface transportation between Revillagigedo Island and Ketchikan International Airport and other lands on Gravina Island.

State Project #: 67698

Federal Project #: ACHP-0922(5)

Environmental Document: Env. Impact Statement Date Concurrence Due: March 29, 2000*

*By 2/25/00 if possible

OFFICE OF GOVERNMENT
 DIVISION OF
 GOVERNMENTAL CORDS.

00 FEB -9 2000 10:07

Concurrence Point

- Purpose & Need Alternatives to be Analyzed
 Preferred Alternative

Concurrence Response

Having reviewed the information presented in reference to the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- Concurrence¹ Nonconcurrence²
 Nonparticipation by choice³ Nonparticipation by constraint⁴

Comments/Reasons for nonconcurrence: _____

Dire. of Planning, Land & Water *John Ahola* *3-28-00*
 Signature _____
 Agency _____
 Date _____

¹ Concurrence means that the information is adequate for the stage under development and the project may proceed to the next stage without modification.

² Nonconcurrence means that the information is not adequate to address the stage under development, or the potential adverse impacts of the project are unacceptable, or the project should be modified to reduce impacts.

³ Nonparticipation by choice means that, based on the information provided, it appears that any regulatory or resource issues can be resolved at the next stage or phase of development.

⁴ Nonparticipation by constraint means that the agency does not have the ability to participate in the process at this point. This is not be construed as nonparticipation by choice.

FACSIMILE TRANSMITTAL

US EPA

ALASKA OPERATIONS OFFICE

ANCHORAGE, AK

TO: Mark Dalton

FAX #: (907) 586-9834

RE: Gravina Access Purpose & Need

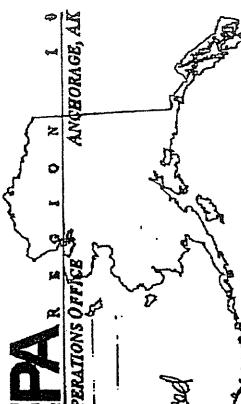
DATE: 3/29/00

PAGES: 4 TOTAL

COMMENTS:

Per your request. Sorry for the delay!

Mark Jen.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
ALASKA OPERATIONS OFFICE
 Room 637, Federal Building
 222 W. 7th Avenue, #19
 Anchorage, Alaska 99513-7564

March 29, 2000

Reply to
Ama of
AOCA

Mr. Al Steininger, P.E.
 Alaska Department of Transportation
 and Public Facilities
 6860 Glacier Highway
 Juneau, Alaska 99801-7999

RE: Gravina Access Project - Purpose and Need Concurrence
 ACHP#0922(2)

Dear Mr. Steininger:

This letter is in response to your February 7, 2000, request for concurrence on the Statement of Purpose and Need for the Gravina Access Project, Ketchikan, Alaska. The Statement of Purpose and Need is the first Concurrency Point in the development of an Environmental Impact Statement (EIS) per the *Intergovernmental Agreement to Integrate Section 4(f) and Related Permit Requirements into the National Environmental Policy Act*.

Please find enclosed the U.S. Environmental Protection Agency's (EPA) concurrence with the Statement of Purpose and Need (January 27, 2000) for the Gravina Access Project. Although we have signified concurrence, we request that the following clarification on the Purpose Statement and modification on the Need Statement be made in the EIS:

Purpose: Provide a succinct definition for "Surface Transportation." If there are existing definitions under State statutes and/or Federal laws, please also provide a citation.

Need: "Access" and "Surface Transportation" would appear to be used interchangeably. Please clarify whether these two words are synonymous.

We interpret the organization of the three bulleted items to convey a particular importance in the need for this project. The EPA would prefer that the second bulleted item, "To improve the convenience and reliability of access to Ketchikan International Airport..." be placed first in the order. It is our understanding that the intent of the Gravina Access Project was to provide improved access to the Ketchikan International Airport.

Thank you for the opportunity to provide a Concurrence Response on the Statement of Purpose and Need for the Gravina Access Project. If you have any questions regarding this letter, please feel free to contact me by telephone at (907) 271-3411 or by electronic mail to jenmark@epa.gov.

From THE DESK OF...

MARK S. JEN
 U.S. ENVIRONMENTAL PROTECTION AGENCY
 222 W. 7TH AVENUE #19
 ANCHORAGE, ALASKA 99513

(907) 271-3411
 FAX: (907) 271-3424
JENMARK@EPAIL.EPA.GOV

Enclosure

Sincerely,

Mark S. Jen

Mark S. Jen
 Project Reviewer

2

cc:
 Tim Haugh, FHWA, Juneau
 Steve Duncan, Corps, Anchorage
 Linda Shaw, NMFS, Juneau
 Steve Buchman, USFWS, Ketchikan
 Jennifer Garland, ADGC, Juneau
 Carl Schrader, ADCP, Juneau
 Jack Quesenberry, ADPG, Ketchikan
 Jim Anderson, ADNR, Juneau
 Susan Dickinson, KGB, Ketchikan
 Mark Dalton, HDR, Juneau

Interagency Working Agreement Concurrence Form

Project Description: Gravina Access Project—The project is to improve surface transportation between Revillagigedo Island and Ketchikan International Airport and other lands on Gravina Island.

State Project #: 67698

Federal Project #: ACHP-0922/15

Environmental Document: Env. Impact Statement Date Concurrence Due: March 29, 2000*
 *By 2/25/00 if possible

Concurrence Point

- Purpose & Need Alternatives to be Analyzed
 Preferred Alternative

Concurrence Response

Having reviewed the information presented in reference to the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- Concurrence¹ Nonconcurrence²
 Nonparticipation by choice³ Nonparticipation by constraint⁴

Comments/Reasons for nonconcurrence:

U.S. Environmental Protection Agency
Mark S. 3/29/2000
 Signature Date

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H07072-144 Gravina Access Project A New CAPP Nonconcurrence Form.doc